

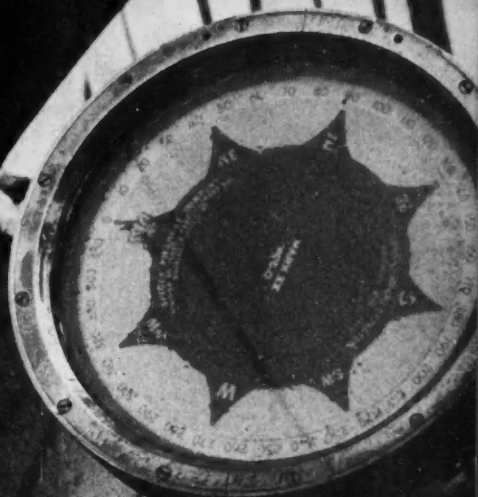
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RIVER CURRENTS

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1975



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An unofficial publication **RIVER CURRENTS** is published under the direction of the Public Information Office.

News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

RIVER CURRENTS is published at the Second Coast Guard District Public Information Office, 1520 Market St., St. Louis, Mo. 63103.

MAY 17 ARMED FORCES DAY '75

Spring is an appropriate time for us to pause to honor the men and women of our Armed Forces. For this is a season of renewal of hope that the missions of the military services will continue the preservation of the peace for all mankind.

The United States Coast Guard, smallest of the five Armed Forces, is especially mindful of its dual responsibility. The volunteer Coast Guardsmen must be militarily prepared to help maintain the peace while simultaneously trained to support a variety of peaceful maritime missions.

Members of the Armed Forces, whether they serve on land, the oceans or in the air, are well aware they are recipients of the trust of the American people to defend their heritage of freedom.

During this year of preparation for our nation's bicentennial observance, our Servicemen and women will feel a renewal of respect for their vital role in serving both country and mankind.

Sincerely,

O. W. SILER

**Admiral, U.S. Coast Guard
Commandant**

PH2 Larry Gentry of the Navy Recruiting Office here in St. Louis submitted this month's cover. He shot the wheel and compass of the CGC EAGLE as it arrived at St. George, Bermuda, last year on a cadet cruise.

Credit for this month's back cover goes to Larry Gentry. The CGC EAGLE stands tall as she arrives at St. George, Bermuda.

Search and Rescue is a way of life for the Coast Guard. Since the service was founded, it has been one of our most important missions. It is the most rewarding of any of the services assignments. The words, "case closed" at the end of a situation report bring a sense of pride and accomplishment to a Coast Guardsman. The reward of a job well done is even greater when the person rescued or a member of their family expresses their appreciation in a letter to a newspaper, the unit, or even the District Commander. The following letters were written about three rescue cases performed by personnel at Depot Chattanooga and BM3 Larry Rains from CGC Ouachita.

These letters tell the story better than a news story or a situation report ever could.

CHATTANOOGA



COAST GUARDSMEN PRAISED

To The News-Free Press:

I would like to publicly thank Coast Guard men, Chief Lawrence M. Dezern, BM 2 Ronald Sparks and S.A. Donald W. Carpenter.

On Feb. 14, 1975, my boat was capsized in the Tennessee River. Within two hours they had recovered my boat, turned it upright and towed it to the John Ross Landing.

They were very efficient and are a credit to their job. Their job is lonely work and often dangerous.

I was a witness to the tragic death of EN 3 Terry Dickinson, who was swept over the Chickamauga Dam while attempting to move a houseboat that had hit the dam. He left a wife and child.

My hat's off to these men.

ROB STANLEY

3426 Vinewood Drive

March 7, 1975

United States Coast Guard
CG Depot
CGC Ouachita
Foot Old Harrison Pike
Chattanooga, Tn.

I wish to express my appreciation for the rescue of the Tom Sawyer Thursday March 6th. It is certainly embarrassing to run aground after sailing Chickamauga Lake for ten years.

I know of no other government agency which plays the good samaritan as you fellows do. Thanks again.

Sincerely,
E. Clyde Allen

March 10, 1975

Dear Admiral Bursley,

I am enclosing a clipping from the Chattanooga Times which will explain my letter much better than I can.

I am writing to thank the Coast Guard for saving my sons life. If it had not been for their quick action my son and his girl friend would not be alive today. My son told me of the wonderful treatment they received from Mr. Ronold Sparks and Mr. Don Carpenter of the Chattanooga unit. He could not praise them enough and needless to say, I am most grateful to them for all they did.

Our whole family has been great water enthusiasts for many years but until this accident happened we didn't realize how important it was to have the Coast Guard near at hand. Thank you and your Chattanooga unit for being on guard. We are most grateful.

Sincerely,
Mrs. Elbert Scholze

March 12, 1975

Officer in Charge:

Dear Sir,

I am sure that you are informed about the accident last Saturday on the Lake in which my son, Bill Scholze, was involved.

I wanted to thank you and your Coast Guard unit in Chattanooga for the wonderful work they did in saving my sons life. We are most grateful to Mr. Ronold Sparks and Mr. Don Carpenter for their fast work, and in saving these two young people and for their good treatment to them. My son could not praise them enough.

I am enclosing a copy of the letter I sent to Admiral Bursley in St. Louis. If there is anything more that we can do to express our thanks to you and the Coast Guard Unit, please let us know.

Sincerely,
Mrs. Elbert Scholze
565 South Crest Road
Chattanooga, Tennessee 37404



**CITATION TO ACCOMPANY THE AWARD
OF THE COAST GUARD COMMENDATION
MEDAL**

**TO
LIEUTENANT WILLIAM YOUNGS CLARK
II UNITED STATES COAST GUARD**

Lieutenant CLARK is cited for heroism and extraordinary service in the performance of duty on 19 January 1974, while serving as the Officer-In-Charge of USCGC CITRUS (WLB 300) Zodiac Boat engaged in the search and rescue mission for the FV JOHN AND OLAF in Jute Bay, Alaska. In spite of freezing spray, "sea smoke", and a wind chill factor of minus 25°F, LT CLARK directed the 15-foot inflatable boat to the FV JOHN AND OLAF that was impaled and working on a rock pinnacle, and entombed

in ice approximately one foot thick. Although boarding appeared futile because of a 45° list and a shroud of ice, LT CLARK swiftly formulated and executed a boarding plan, gaining access to the vessel's interior, using available lines for life lines. LT CLARK directed a thorough search of the precariously grounded vessel, including the lower berthing area and the mess deck that was partially awash. Although the stricken vessel was found unoccupied, her skiff was found lashed topside, thus narrowing the search objectives and area. Having completed the inspection, LT CLARK guided the Zodiac boat through sludge ice and drifting pan-wake ice, conducting a thorough search of the shoreline. Although encumbered with a wetsuit and faced with steep terrain, ice and blowing snow, LT CLARK then led a search of cabins in the area. Through his outstanding leadership, skill and perseverance, LT CLARK was able to complete a thorough search of the JOHN AND OLAF and surrounding places of safe refuge, thus gathering information which considerably narrowed the possible survival area. This enabled aircraft to focus their efforts on the areas of greatest probability. LT CLARK's initiative, sound judgement, and unwavering devotion to duty are in keeping with the highest traditions of the United States Coast Guard.

The Operational Distinguishing Device is authorized.

MARIETTA ---- THE BEAT GOES ON

by PA1 Dale Puckett



CW03 Vic Zink, a member of the Coast Guard's Atlantic Strike Team from Elizabeth City, N. C., checks oil seeping into a small ditch dug along Mile Run Creek. The dead fish near his foot tells the story of the effect of the pollutant on marine life.



LUNCH TIME — Civilian contractors take time out for lunch while the pump continues to pull the oil out of a sump well dug near Marietta, Ohio. BM3 Craig Lewis (foreground) and BM3 Dave Schweppe from the Captain of the Port Office at Huntington, W. Va., check the progress of the clean up operation. The photos were taken in January during the peak of the spill.

MARIETTA, OHIO — "The end is near" reads the sign carried by an obsessed prophet, diligently seeking to change the world. Yet, the heavy oil leaching from the banks of Mile Run Creek near here would write a different verse.

The pure oil product which was first spotted as a slick on the Ohio River in mid-December during a routine harbor patrol by the men from Coast Guard Captain of the Port facilities at Huntington, W. Va., is still seeping from the soil.

From December 12, last year, until late January Coast Guardsmen and several West Virginia and Ohio contractors pumped thousands of gallons of pure petroleum product from small wells dug near the creek. At the same time they constructed a cofferdam along the banks of the creek to prevent oil from entering the water.

Since then, the rate of flow has slowed a bit, but, it's still coming. Coast Guard Commander Bobby Burns, Captain of the Port for this stretch of the Ohio River reported today that 6,700 gallons had been removed from behind the cofferdam since January 27. As a result he is keeping a close eye on the weekly pumping operation.

The Coast Guard has the responsibility of seeing that any oil spilled that could possibly reach the navigable waters of the United States is cleaned up. At the same time it conducts an investigation to locate the source of a spill and administers fines to violators of the nations pollution regulations.



ANNUAL CIVILIAN POSITION DESCRIPTION REVIEW DUE

It won't be long before you will be sitting down with your supervisor to discuss your duties and the performance requirements of your job. In this discussion a determination will be made if your position description is still current and accurate.

All employees should prepare themselves now for this discussion by doing the following:

- Make sure you have a copy of your position description.
- If you don't have a copy of your "PD" ask your supervisor for a copy.
- If your supervisor does not have a copy contact the Civilian Personnel Branch (pc) at 314-425-5017 for a copy.
- Once you have a copy, read all of the "PD" and be sure that you understand it thoroughly.
- Prepare any questions you may have about your "PD" in advance so that they can be discussed with your supervisor objectively during the Annual Position Description Review.

AMERICAN LEGION MEMBERSHIP DATES

Washington, President Gerald R. Ford has signed into law, a bill extending the eligibility dates for membership into The American Legion.

The Chief Executive, on December 27, 1974, signed into law Senate Bill, S. 4013, now Public Law 93-557, amending the Act incorporating The American Legion, giving wider ranges of eligibility for World War II, Korean, and Vietnam veterans. With these new dates, the door is now open to servicemen and women, both active and inactive, formerly ineligible because of the old service time periods.

The passage of Public Law 93-557 is a culmination of the adoption of a resolution at the 1974 National Convention of The American Legion. The new dates are: World War I — Service between April 6, 1917 and November 11, 1918; World War II — Service between December 7, 1941 and December 31, 1946; Korea — Service between June 25, 1950 to January 31, 1955 and Vietnam-Service between August 5, 1964 to August 15, 1973.

It should be remembered that personnel now in military service on active duty are eligible for membership in The American Legion as long as they served any of these dates.

DEPARTMENT OF DEFENSE OUTLINES SEATBELT AND HELMET POLICY

WASHINGTON, D.C. (NAVNEWS)... It is now Department of Defense (DOD) policy that military and civilian personnel wear safety belts when operating or riding in a privately owned four-wheel motor vehicle on base. The policy also stipulates that belts must be worn when driving or riding in a privately owned vehicle operated off base while on official business.

In addition, members will be required to use protective helmets while riding motorcycles on base and while on official business off base.

There are special provisions for areas outside the United States, its territories and possessions, where local laws do not prescribe the wearing of safety belts, approved safety helmets and eye protective devices.

FILE A FLOAT PLAN

Teamwork on Lake McKeller ... the good news this morning from the Coast Guard.

The men at Coast Guard group lower Mississippi received a call from an alarmed John Sharp last night.

Sharp reported that his fellow workers, James Gresham, Bronnie Cook, and Dick Francis did not come to work. He also told the Coast Guard that the group had planned a boat trip up Lake McKeller Monday afternoon.

The Coast Guard immediately called the Memphis Marine Rescue Squad and the police helicopter.

About an hour later word came back to the Coast Guardsmen that the men in the overdue boat had lost electrical power.

While trying to get the motor started ... the group spotted a boat near by that had ran out of gas.

Paddling closer to each other, they managed to replace the dead battery with the battery from the boat that had run out of gas.

The police helicopter witnessed the result when it arrived over the lake. The first boat was towing the second off the lake.

This good advice from the Coast Guard's boating safety team. When you go on a trip ... File a float plan ... with someone you love, so ... They can call the Coast Guard if you don't return on time.

FERNING THE OARS

There has been much controversy surrounding the terminology and definition of "ferning the oars" within the Boating Safety community within recent weeks. It is hoped that the explanation offered below will serve to bring about a better understanding of this term:

1. First of all, it will be necessary to understand the circumstances which brought about the need in the Coast Guard as well as in other marine related organizations, for oar ferring. With the discovery of steam and the subsequent development of the modern steam turbine, necessitating the installation of insulated gunwhale protectors, the use of the common oar as a primary source of initial propulsion became markedly lessened in importance. This proved especially true in cases requiring the use of water craft designed to utilize propulsory systems able to move in the reverse as well as the forward direction, while employing the principles of torque in lieu of the principles of lever-moment energy transferral.

2. In the days of John Paul Jones, ferring, as we know it today, was virtually non-existent, existing only in a stage of the most primitive development. For example, the supportive sprockets for the mechanism itself were considered to be most primitive and, therefore, not practical for the job for which they were designed. That is, they were found insufficient for the support of the mechanism. It was for this reason, along with others, that, in those days, the sail was attentively regarded by the more intuitive as a better agent of propulsion than the oar.

3. And so it follows that, now, when the modern seaman ferns his oar, we many readily observe the importance of maximum utilization of the varied but integral mechanisms necessary to the procedure: Readily observe the interplay of the requisite systems involved if we but only find the time and interest to study them as a whole; part by part. It is this use and observation of that use which, in itself, serves to delineate the parameters of the procedure, thereby defining the process. Thus it is that we have the term, FERNING THE OARS.

4. The proper sequence of commands given by the coxswain in a small boat, when underway, are as stated in this paragraph. The command, "Fern your oars!" cannot be given when secured to a pier or under low bridges. Upon getting underway, the coxswain shall note the condition and curve of the stroke oars as they

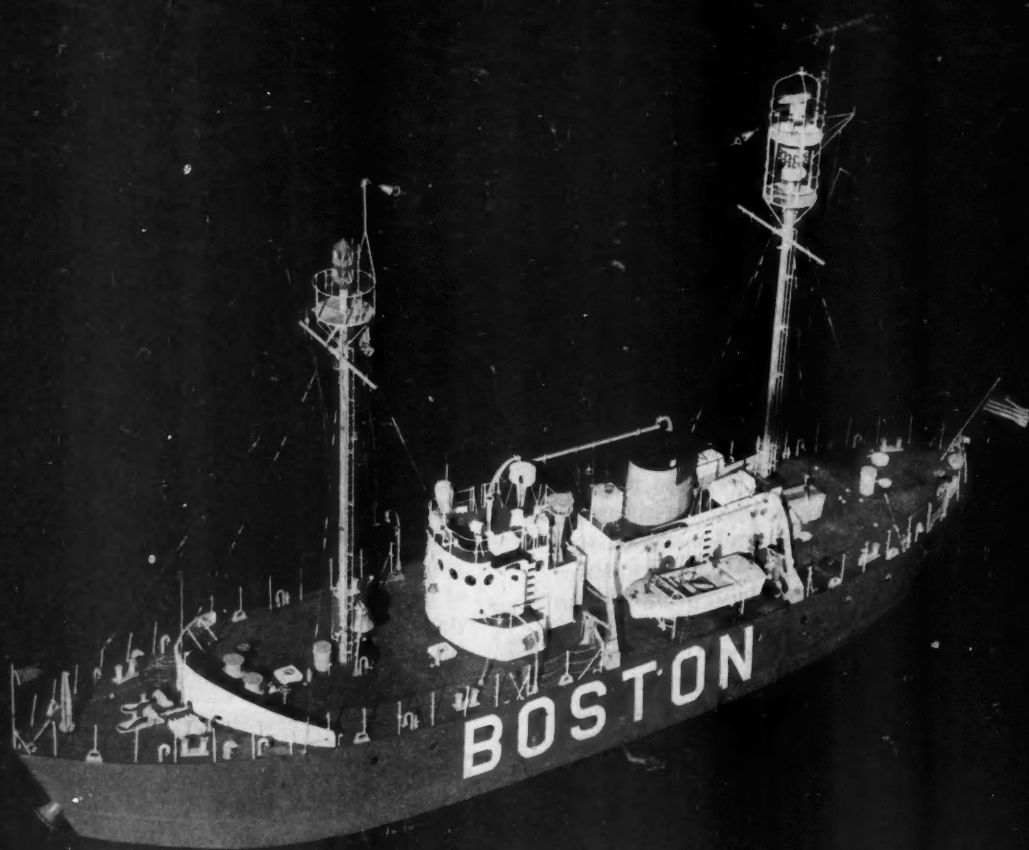


pass through the water. When the oar is curved sufficiently, that is, does not return to its original form, the coxswain shall give the command, "Oars!", followed by, "Fern your oars, (port) (starboard)!", as the case may be, in order to prevent both oars from ending up on the same side of the boat. Upon completion of this process, the coxswain may again give the command, "Standby to give way", "Out oars", or "Standby to abandon ship", as the case may be.

5. "Ferring the Oars" should be carried out crisply and smartly for it will reflect on the overall experience of the crew, coxswain, and the parent unit of the pulling boat.

Again, we sincerely hope the above explanation has served to clear up the confusion. If you have any further questions, please feel free to write to the Office of Boating Safety, Ferning Safety Branch, Second Coast Guard District, St. Louis, Mo. 63103 and we will be glad to assist you.

Information courtesy of the Erard, Hughson & Boland Nautical Fact Finding Information Service, Ltd.



BOSTON BOWS OUT

by PAC Charles H. Moore

BOSTON — The Boston Lightship displays her warning beacon for much the same reasons the two lanterns were used to signal the approach of the British during the Colonial years. The only relative difference is that the lightship warns mariners of a jagged shoreline and underwater dangers leading into the harbor rather than warn of an advancing enemy.

The Boston Lightship's piercing light and foghorn are as much a part of the American heritage as the two lanterns in the Old North Church.

The sentinel of Boston Harbor will give way to modern technology next month and become just a fond memory to thousands of transiting mariners and New Englanders.

The stout, brightly painted Coast Guard cutter has bobbed about like a cork on the seaward side of the outer islands since October 1, 1894. The ship will be replaced by a "mechanical monster" (it boasts a diameter of 40 feet) officially called a Large Navigational Buoy (LNB).

The mechanized buoy has all the warning capabilities of the traditional lightship; less one. It has no crewmen. Consequently, boatmen no longer will be able to return friendly waves or deliver the latest news from the mainland. Nor will the rugged crew of Coast Guardsmen be there should distressed boaters ever call for help. Rescuers from shore-based stations will have to be called.

The original Boston Lightship, the old "54," was located five miles west of the present Lightship's position. In 1900, the Cunard Steamer *Ultonis* mistook the lighthouse at Point Allerton for the lightship and ran fast aground on Nantasket on the south shore. In order to reduce confusion the lightship was relocated 5.6 miles northeast of the Boston Lighthouse.

Serving as sentry to one of the world's busiest ports has been hazardous. On September 28, 1915, the "54" was rammed by the Merchant and Miners Steamer Quantico. A strong gust of wind blew the steamer into the lightship, leaving a 10 foot gash. Fortunately, it was above the waterline. The lightship underwent several weeks repair at the buoy station then located at Lovell's Island.

The "54" wasn't so lucky when history repeated itself 20 years later. On December 20, 1935, the British tramp steamer Seven Sea Spray approached the lightship to calibrate her radio beacon receiver. The steamer went out of control and rammed the lightship amidships. The tiny lightship's otherwise resistant steel hull quickly was crushed from her rail to five feet below the waterline.

The tramp steamer was tightly lodged inside the lightship. The two vessels were kept married until the Coast Guard crew could jam enough bags of coal into the hole to reduce the amount of water that would pour in after they became separated. It worked. The lightship's pumps were able to keep up with the seepage as the steamer withdrew from the "54." The damaged vessel then limped into the Quincy Shipyard drydock for repairs. The Coast Guardsmen were grateful to be home for the holidays but weren't very appreciative of the method used to grant them the furlow.

Lightship crewmen always have been anxious to receive word from the mainland. This is especially true of the crew aboard the Boston Lightship, who, during the early years, would spend all winter without any knowledge of the events of the world.

"I give and bequeath as follows:" began one of the most unusual wills executed in the Commonwealth of Massachusetts. A provision in the will of James Dean of Brookline and Cohasset, placed \$10,000 in a permanent fund with the request that from its income, all Boston Sunday newspapers be delivered to the U. S. Coast Guard Boston Lightship. Dean, former president of the Boston Stock Exchange and an avid yachtsman realized the monotony with which the Coast Guardsmen on the lightship must have lived. For 15 years prior to his death in March 1942, he personally carried the newspapers out to the vessel every Sunday, weather permitting.

The aging "54" was replaced by Lightship #81 on March 8, 1940. Unlike the Portland and Nantucket Lightships, the Boston one remained on station for the duration of World War II, but saw little action.

Three more lightships were to serve on Boston station before the former Five Fathoms Lightship took the station in September 1972.

A proud maritime tradition has diminished almost to extinction. The Boston Lightship has the distinction of being the third remaining vessel of her kind in this country.

The Portland Lightship was replaced by one of the Coast Guard's "mechanical monsters" last month.

After May 2nd, the Nantucket Lightship off Cape Cod and the Columbia Lightship off the rugged Oregon coast, will be the sole survivors of one of the world's most underrated public services.



THE LIFESAVERS SET A RECORD

WASHINGTON, D. C., — In addition to saving a life, a recent Coast Guard humanitarian mission provided the occasion for establishing an unofficial international aviation navigation record.

The record — for a flight on automatic pilot navigated by LORAN-C equipment — was set by CGNR 1414, an HC-130E aircraft, on a flight from Barbados in the British West Indies to Elizabeth City, North Carolina.

The humanitarian aspect of the mission began on March 12 after the Coast Guard had been notified by the U. S. Defense Attache at Port-Au-Prince, Haiti, that special (and rare) surgical instruments were desperately needed to extricate a toothpaste tube cap from behind one of the lungs of a three-year-old child. The instruments were nowhere to be found on the island of Haiti and commercial sources in the United States and Canada would not be able to supply the instruments for weeks. Finally, the Coast Guard was able to locate a set of the instruments at the Navy's Regional Medical Center in Portsmouth, Virginia.

Less than 24 hours after the Coast Guard began its search for the instruments, CGNR L 1414 landed in Haiti, the instruments were brought at a most fortunate time, not only for the three-year old, whose life was saved, but also for a four-year-old child who developed a similar condition while the instruments were still in Haiti.

CGNR 1414 next assisted the Coast Guard Puerto Rico Air Station in a search and rescue mission, then, on March 19, CGNR 1414 established its record, making the 2136 mile journey in 8 hours and 36 minutes.

Did You Know?

Lighthouse keeper Malone raised a family of twelve children at Isle Royal Lighthouse, on a lonely rock in the northern part of Lake Superior. Malone had helped build the lighthouse, and applied for the position of keeper. But he was a bachelor, and the Inspector told him that he wanted a married man for keeper. Malone promptly went to the mainland and got married. A new Inspector was detailed to the district about every two years, and the Malones adopted a custom of naming a child after each Inspector, but the plan broke down when the *Spanish War* (1898) caused *three* different Inspectors to be detailed in one year.

RESERVISTS CITED BY LOUISVILLE MAYOR

On April 3, 1974 a tornado swept through Louisville, Kentucky destroying hundreds of homes and leaving many people injured and homeless.

CG Reservists from Louisville's ORTUPS 02-82130 worked that evening and through the next day assisting victims of the storm.

Recently, Mayor Harvey I. Sloane of Louisville presented the Reservists with Certificates of Recognition and thanked them for their assistance. Each Reservist received a personal certificate which read:

Every Louisvillian will remember April 3, 1974 as a day of both disaster and reaffirmation.

When the tornado struck we responded swiftly and in unison... as we shall to every future crisis.

(signed) Harvey I. Sloane

TCC TRAINING FOR DISTRICT RADIOMEN

A Transportable Communications Central (TCC) was airlifted from CGAS Elizabeth City, NC to CGBASE St. Louis to provide training for all radiomen assigned to the Second Coast Guard District.

The TCC is designed for continuous service under varied and severe operating conditions which are encountered during flood, storms and other disasters.

Complete facilities for point-to-point, air-to-ground and ship-to-shore communications are available in HF, VHF (AM and FM), and UHF frequency bands, including radioteletype (RATT) operation. In addition, portable VHF-FM transceivers are provided for use between the TCC and field units.

The TCC is transportable by helicopter, cargo aircraft or an appropriately equipped towing vehicle. The Communications Central is under the operational control of Commander, Atlantic Area and is available upon request.

KUDOS FROM CCGDEIGHT

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TO ME/CGC DOGWOOD
ME/CGC OBION
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OPERATIONS AT VICKSBURG RE-BARGE B521

1. RADM BARROW, CCGDEIGHT, HAS EXPRESSED HIS APPRECIATION FOR SECOND DISTRICT ASSISTANCE IN SUBJ OPERATION WITH SPECIFIC COMPLIMENTS TO CGC DOGWOOD AND CGC OBION. I WISH TO ADD MY CONGRADULATIONS ON YOUR EXCELLENT CONDUCT OF VESSEL TRAFFIC CONTROL UNDER DIFFICULT RIVER CONDITIONS.

PT

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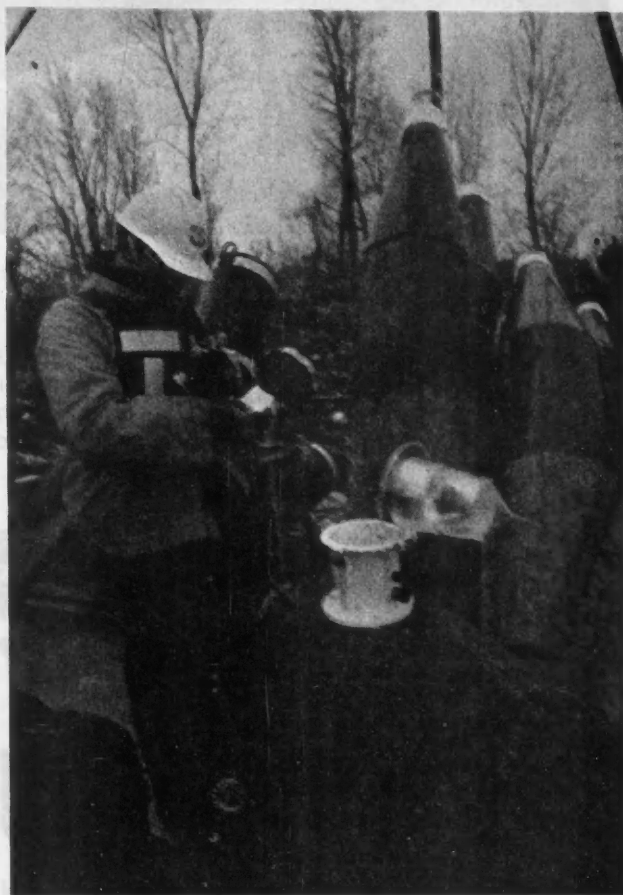
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JACK JANUARY RETIRES

Jack January retired early this month after a career of over thirty years with the St. Louis Post Dispatch. His career with the newspaper started before the Second World War.

He spent the war years as a Coast Guard photographer on board the Cutter Spencer. One of the most memorable days of his career was April 17, 1943 when he photographed the shelling and capture of a German submarine by the Spencer. His photographs of that day have appeared in almost every book written about the Coast Guard since the war.

He returned to the Post after his discharge from the Coast Guard, but never lost his ties to his old service. Jack and his cameras were always ready to record a Coast Guard story for the newspaper when the district's buoy tenders got underway to service buoys and during the record flood of spring 1973.



MARKER OF SPRING: Coast Guard Boatswain's Mate Richard D. Stephens checking the lights on buoys pulled from the Missouri River for repainting and repair. The Coast Guard refurbishes the channel markers annually in the spring before the river opens for commercial traffic. (Post-Dispatch Photo by Jack January)



YES, IT WILL FLOAT . . . A young bystander checks out the Coast Guard Cutter Bathtub during a river festival at Wichita, Kansas, in 1973. The unusual "ship" was entered in the annual bathtub race that year by EN1 Larry Lockwood and was quite a hit.

This year Lockwood is attending officers candidate school at Yorktown, Va., but, his replacement, HM2 Bob Murphy has decided to recommission the vessel for the 1975 race at the Wichitennial. This years river event kicks off the Bicentennial activity for the sunflower state.

Murphy is also bringing the district's model of a 378-foot high endurance cutter and a miniature helicopter to the festivities in the Air Capital.

Patriotism: USA

ANN WATKINS,
Pueblo Army Depot

Pulling together to accomplish a task;
Aware of our part without having to ask;
Taking on work no one else wants to do;
Responsible, dependable, reliable too;
Interested in this land of the free!
Outgoing, strong every time we should be;
Treading on gossip, rumors and such;
Independently standing; not needing a crutch
Simple but great; humble, not weak;
Moving as one toward the goal that we seek.

United in all that we think or we do;
Standing together behind what is true;
All-loving, respecting the red, white and blue.



RCMC Doug Campbell of Recruiting Office, Minneapolis is reenlisted by CDR Toon as the Commander was in the area on a recent inspection tour from the district.

IN THE WAKE OF THE DOBBIN

By PAI Chuck Kern

The United States Coast Guard, the nations oldest, continuous, sea going service, is rich in tradition. One of the oldest traditions of the service is the training of its' officers aboard ship. When the Revenue Marine was founded, its officers were commissioned by President Washington. For the first 85 years of its history, the services officers were to come from the Merchant Marine or Revolutionary Navy. Having officers with both military and commercial backgrounds proved to be both an advantage and a disadvantage. Many times the officers detailed to the revenue cutters were political appointees. As the duties of the service became more specialized, conflicts of interest arose between politics and police work.

A plan established in 1832 providing for promotions to third lieutenant was tried with less than satisfactory results. The third lieutenants trained aboard ship until a vacancy as second lieutenant occurred. Many times though, the officers were too old to learn their profession by the time they were appointed to the probationary grade.

In the 1840's the brig Lawrence made an eleven month trip around Cape Horn to the West Coast and carried out a definite program of instruction for the first time in the service. The Treasury Department had put a fair sized library aboard; the young officers were required to study navigation and seamanship and Captain Fraser reported to Washington on their progress.

A regulation in 1871 prohibiting admission of officers to any other than the lowest grades was a step toward ending political appointments.

On July 31, 1836 a congressional law was passed providing for entry into the Revenue Marine solely on the basis of competitive exam, a policy which has continued to the present. The law read, "Hereafter upon the occurring of a vacancy in the grade of third lieutenant in the Revenue Marine Service, the Secretary of the Treasury may appoint a cadet, not less than eighteen nor more than twenty-five years of age, with rank next below that of third lieutenant, and who shall not be appointed to a higher grade until he shall have served a satisfactory probationary term of two years and passed the examination required by the regulations of said service; and upon the promotion of such cadet another may be appointed in his stead."

On December 12, 1876 the services' first entrance examination was held with nineteen candidates competing. The first ranking candidate of the original examination, Worth G. Ross, was to be Commandant from 1905 to 1911.

On May 25, 1877 the schooner J.C. Dobbin set sail with nine cadets. The crew consisted of three officers, a surgeon, six warrant officers and seventeen enlisted men. For four and a half months the ship cruised on various tacks between the United States and Bermuda. The training consisted of practical shiphandling experience and theory taught by two lieutenants and the senior petty officers. On October 15, the schooner docked in New Bedford, Massachusetts and became winter quarters for the cadets as the theory training continued.

In 1878, the Chase replaced the Dobbin as the services' training ship. The 106 foot bark rigged vessel, built at a cost of \$20,000 served until 1907. During the winter months until 1890, the vessel homeported in New Bedford and graduated officers as third lieutenants after a two year course of instruction. Between the years of 1890 and 1894, the Chase suspended operations because of a surplus of Naval Academy graduates. By 1894 the Navy was using all their Academy graduates so the Chase set sail again. In 1895 the Chase was lengthened by 40 feet to accomodate more cadets.

In 1900, winter quarters were moved to Arundel Cove, near Baltimore. The cadets were quartered on board the Chase and instructions were given in buildings ashore. The shore facility was called the School of Instruction for the Revenue Cutter Service. In 1914 the name was shortened to the Revenue Cutter Academy. In 1915 when the services name became the United States Coast Guard, the facility became the Coast Guard Academy.

"Scientiae Cedit Mare" (The sea yields to knowledge) has been the motto of the Academy. In 1903 the course of instruction was lengthened to three years, with a requirement of .3 years service after graduation.

In 1934, the Commandant invited the Presidents of Columbia, Harvard, Yale, and Massachusetts Institute of Technology to each nominate a faculty member to an advisory committee to recommend changes to the course of instruction.

The 295 foot training bark Eagle is the ship that sails "in the wake of the Dobbin" today. Next year will mark her 40th birthday, but she could easily lie about her age. On summer cruises with 150 future Coast Guard officers aboard, no ship could look any prouder of the services heritage. The Eagle and the instructors fulfill the Academies mission as composed in 1929 by the Superintendent of the Academy.

"To graduate young men with sound bodies, stout hearts, and alert minds, with a liking for the sea and its lore, and with that high sense of honor, loyalty, and obedience which goes with trained initiative and leadership; well grounded in seamanship, the sciences, and the amenities, and strong in the resolve to be worthy of the traditions of commissioned officers of the United States Coast Guard in the service of their country and humanity."



by Sydney J. Harris

When a winner makes a mistake, he says, "I was wrong"; when a loser makes a mistake, he says, "It wasn't my fault."

A winner knows how and when to say "Yes" and "No"; a loser says, "Yes, but" and "Perhaps not" at the wrong times, for the wrong reasons.

A winner works harder than a loser, and has more time; a loser is always "too busy" to do what is necessary.

A winner makes commitments; a loser makes promises.

A winner shows he's sorry by making up for it; a loser says "I'm sorry," but does the same thing the next time.

A winner knows what to fight for, and what to compromise on; a loser compromises on what he shouldn't, and fights for what isn't worthwhile fighting about.

A winner says, "I'm good, but not as good as I ought to be"; a loser says, "I'm not as bad as a lot of other people."

A winner listens; a loser just waits until it's his turn to talk.

A winner would rather be admired than liked, although he would prefer both; a loser would rather be liked than admired, and is even willing to pay the price of mild contempt for it.

A winner feels strong enough to be gentle; a loser is never gentle — he is either weak or pettily tyrannous by turns.

A winner respects those who are superior to him, and tries to learn something from them; a loser resents those who are superior to him, and tries to find chinks in their armor.

A winner explains; a loser explains away.

A winner feels responsible for more than his job; a loser says, "I only work here."

A winner says, "There ought to be a better way to do it"; a loser says, "That's the way it's always been done here."

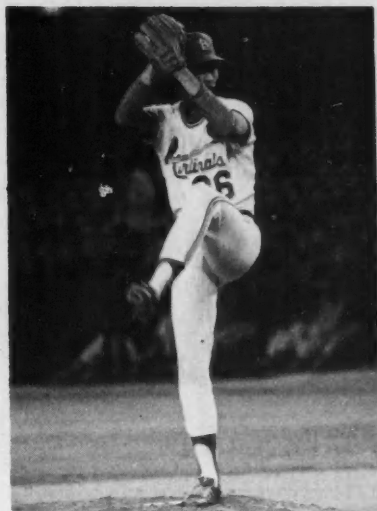
A winner paces himself; a loser has only two speeds: hysterical and lethargic.

THE PHOTOGRAPHERS PAGE

Baseball season is here again, and PH2 Larry Gentry from the Navy Office here in St. Louis took these photos at a recent Cardinals, Mets game.



Al Hrabosky, "The Mad Hungarian", gets the important outs



Poetry in motion, pitcher John Denny



Summit conference, pitching coach Barney Schultz sends in relief pitcher Al Hrabosky



Last years rookie of the year, Bake McBride

